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Version 2, 2009; this map supersedes Version 1, 1999

Denali National Park and Sresve

DENALI NATIONAL PARK

AVIATION INFORMATION

General Guidelines

The map shows Denali National Park and Preserve and Denali State Park. It is not intended for navigation, but delineates commonly used reporting points for the numerous aircraft flying in the area. The redereporting points indicate areas of heavier traffic. The black reporting points are commonly used VFR reporting points.

The mountain is divided into three geographic areas; north, south and above 15,000 feet. The dividing line begins at the terminus of the Eldridge Glacier, along the east side of the main branch of the glacier. At Mt. Eldridge the line will circle northeast to Mt. Mather. From there the line will proceed westward, connecting Mt. Deception and Mt. Silverthrone and along the spine up to the summit of Mt. McKinley and westward to the summits of Mt. Foraker and Mt. Russell. There are two "Mountain Traffic Advisory Frequencies" (MTAF) used on the mountain. The south side traffic should monitor and report on 123.65 and the north side on 122.725. When making a position report, give your location, altitude, destination, and or direction of flight. For example: "Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater."

Aircraft above 15,000 ft msl should monitor and report on 122.775.

ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.

Climb early, stay high, especially over areas where landings and departures take place.

Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment.

Stay to the right in the valleys and canyons.

If the weather begins to deteriorate, leave the mountain area immediately.

REMEMBER, Mt. McKINLEY MAKES ITS OWN WEATHER

Tour aircraft may have their radios turned down to talk to their passengers and therefore miss a report. **ALWAYS** assume that another aircraft may be in your area and might have missed your call.

BE ALERT!

Be sure you report your correct altitude in order to maximize separation, and minimize the potential for a mid-air. Obtain a current altimeter setting from the nearest facility.

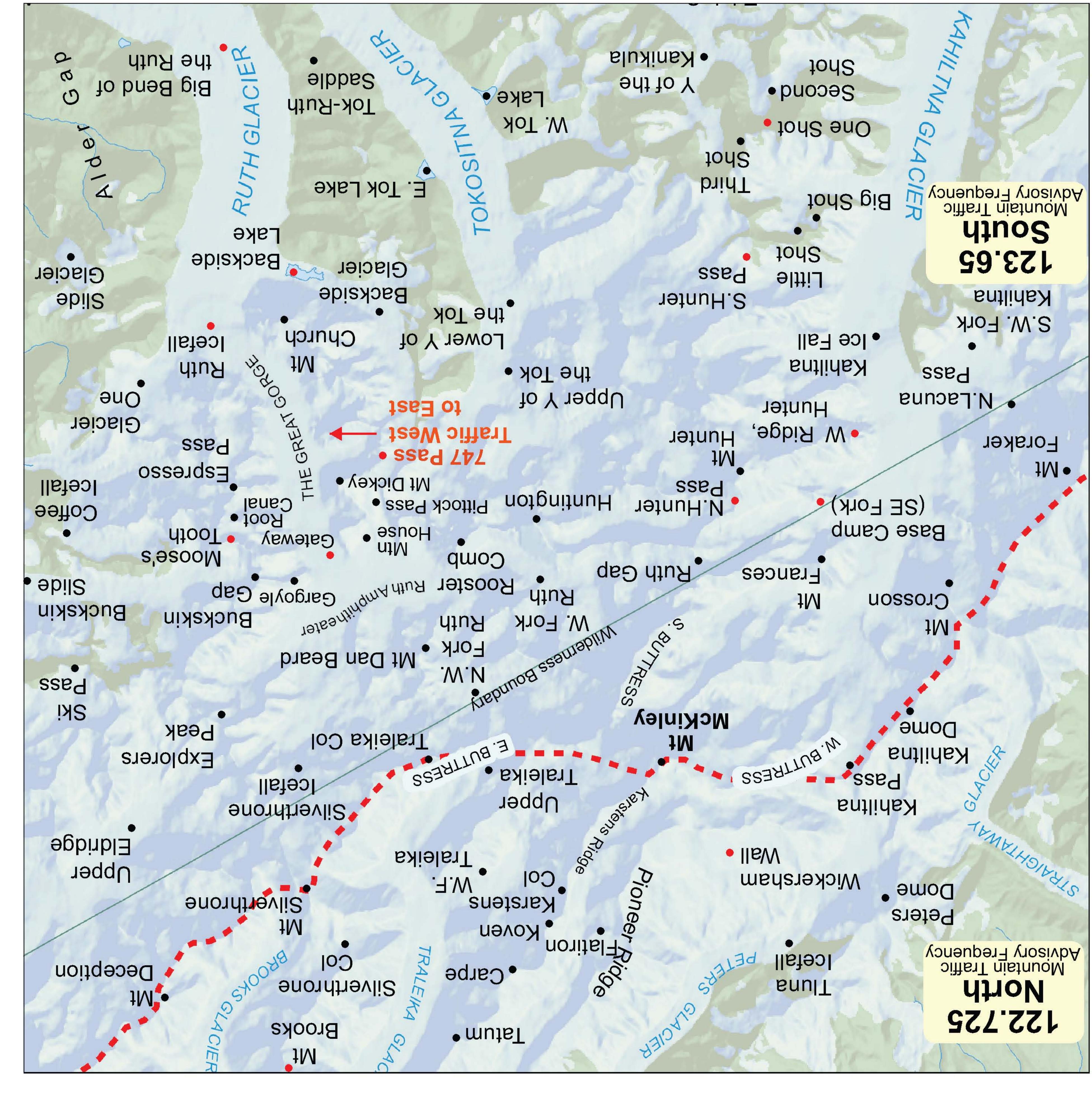
Be sure to brush up on your mountain flying techniques before flying Denali. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.

The National Park Service at Denali National Park and Preserve performs numerous rescues in the Alaska Range and on Mt. McKinley. Rescues are often performed using high altitude rotary, fixed wing and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.

SOUTHSIDE AIR ROUTES

Southeast Fork Kahiltna (ka-hilt-na) Glacier: This can be a very high volume route during May and June. Aircraft are leaving Talkeetna and flying the most direct route to "base camp" on the Kahiltna Glacier. Watch for "One Shot Gap": minimum altitude 8500 ft MSL, listen, stay right, watch diligently for opposite direction traffic, listen for reports of downdrafts and turbulence. Don't get caught with no way out.

Southeast Fork Kahiltna (the long way): Local pilots will be using this route when the direct route is weathered in. Listen for PIREPs on the CTAF frequency and follow reporting point procedures. If you are new to the area, and this route is being used, it is recommended you leave the mountain area as the weather can change very quickly.



Around the Mountain/Kantishna (Kan-tish-na): This route requires good VFR weather and an aircraft that can climb to 12,000 ft MSL. Ask for PIREPs, climb early and stay high until you have crossed back to your original side. You should not cross north to south or south to north unless you can verify good weather on the other side. Position reports should include "around the mountain clockwise". Change frequency to 122.90 when approaching Kantishna.

Ruth Glacier/Mountain House: This is the most popular scenic flight route. Ski hand d equipped aircraft land and takeoff from the ski strip at the "Mountain House" in the Don Sheldon Amphitheater. Stay to the right in the "Great Gorge." Listen for aircraft entering uphill). from "Moose's Tooth" (east of the gorge), and "747 Pass" (west of the gorge). Mountain House overflights should remain at or above 7000 feet MSL to avoid conflict with landing traffic. The traffic flow is west to east through "747 Pass".

Pika (pie-ka) Glacier: This is the heart of "Little Switzerland" bordered by the Kahiltna Glacier to the west, the Kanikula (Kan-i-ku-la) Glacier to the east and the Dutch Hills to the south. This area is very popular with rock climbing enthusiasts. Aircraft may enter and depart via the Kahiltna Glacier or Dutch Hills.

DON'T FORGET: LIGHTS ON, STAY 2000' AGL ABOVE LANDING AREAS, ANNOUNCE YOUR INTENTIONS / POSITION AND MONITOR THE MTAF.

NORTH SIDE PARK AREA ROUTES

Crossing the Alaska Range between Healy and Cantwell along the parks highway, pilots should maintain vigilance. The 20 mile long mountain pass is defined by Healy canyon in the north and Windy Pass in the south. Traffic should, if able, fly the right side of the pass; announcing location, altitude and direction. Remember, not all aircraft have radios, see and avoid! Air traffic along this corridor can be extremely heavy. Also realize that flying this route will put you within close proximity to traffic patterns. At the peak flying season in July there have been as many as 200 crossings a day within a several mile radius of the McKinley National Park airstrip (PAIN or INR).

There are at least five commercial flight businesses operating out of Healy (HRR), McKinley National Park (PAIN or INR), riverside heliport (across from PAIN), Denali private (AK06), and Cantwell (PATW) during the summer months.

In general, Healy traffic will depart Healy River Airport; fly south through Healy canyon, and follow the spine and trench of the Alaska Range to Mt. McKinley, returning to Healy along the same route.

Rotorcraft flying off the riverside heliport can be expected to depart southeast bound at 300 AGL or below to avoid traffic at McKinley National Park airstrip. Approximately 5 miles south, the helicopters turn back SW and climb. If doing a park tour, the helicopters will generally head SW along the Alaska Range, reversing the route somewhere between Scott's Peak and Mt. McKinley. Typically, if departing to the east, the rotorcraft will fly direct from the heliport.

Fixed wing and rotorcraft operate out of McKinley National Park airstrip (PAIN or INR), year round. When departing north, commercial aircraft will typically depart and climb through Healy Canyon, then turn west over Otto Lake into Dry Creek. South bound departures will either depart the area in a downwind departure, or continue SW to the spine and toward Mt. McKinley. From there the traffic often goes to Kantishna direct.

Many Agency aircraft operate out of the McKinley National Park strip as well. These

aircraft usually fly direct to their mission objectives and typically depart mid field after

climbing above the airstrip. Often if agency aircraft are departing to the North they will

also climb through Healy canyon and depart via Dry Creek.

Denali Private (AK06) is centered between Healy and Windy passes, east of the Nenana River, and in close proximity to the Triple Lakes reporting point. Special attention should be given to this area as aircraft are in either the landing or departing phases of flight. These flights are typically comprised of multiple twin engine aircraft. Typical flight routes track southwest along the north or south side of the spine along the Alaska Range. When landing, these flights typically descend rapidly from 6000 ft to 3000 ft AGL down the Riley and Denai Creek drainages, continuing across the Triple Lakes

KANTISHNA AREA

Kantishna Airstrip

Aircraft should monitor and use 122.9 when within 5 statute miles of Kantishna Airport (5Z5). The airstrip is typically described as "East" (10 uphill) and "West" (28 downhill) respectively. Typically, traffic will takeoff to the West, either departing the area in a left hand downwind to the East or continuing for a NE departure north of the Kantishna hills Arriving traffic from north or south of the Kantishna Hills typically lands to the East (10 uphill).

Stampede Airstrip

Cantwell (PATW)

Airport Elevation

Aircraft should monitor and use 122.9 when within 5 statute miles of Stampede Airport (Z90). Please refer to the Alaska Supplement for further information.

Denali Park Airports

2190ft

All port Lievation	219011		
Runway Length	2100ft Dirt and gravel		
Runways	04-22		
Right Hand Traffic	RWY 04, slope 2% uphill north, dogleg approach due to mountainous terrain		
Left Hand Traffic	RWY 22		
Communications	CTAF 122.9/RCO 122.5 (Kenai AFSS)		
Healy River (HRR)			
Airport Elevation	1294ft		
Runway Length	2800ft Asphalt		
Runways	15-33 Condition not monitored. Recommend visual		
	inspection prior to use		
Communications	CTAF 122.9, RCO 122.4 (Fairbanks AFSS)		
Kantishna (5Z5)			
Airport Elevation	1575ft		
Runway Length	1800ft Dirt and gravel.		
Right-Hand Traffic	RWY 28		
Left-Hand Traffic	RWY10, slopes downhill 2% towards the west, dogleg at NW end		
Communications	CTAF 122.9, AWOS 135.75		
Remarks	Unattended. Brush and trees on both sides rising abruptly.		
McKinley National Park (I	PAIN, INR)		
Airport Elevation	1720ft		
Runway Length	3000ft Dirt and gravel.		
Right-Hand Traffic	34		
Left-Hand Traffic	16		
Communications	122.9, RCO 122.1 (Fairbanks AFSS), AWOS 135.75		
Remarks	Unattended, approaches windshear activity, pedestrian traffic on RWY		
Denali PVT (AK06)			
Airport Elevation	2050ft		
Runway Length	5000ft		
Runways	12-30		
Communications	CTAF 122.9		
Remarks	Unattended Private strip		
Summit (PAST)			
Airport Elevation	2409ft		
Runway Length	3800ft Dirt and gravel		
Runways	03-21		
Communications	CTAF 122.9/RCO 122.6 (Kenai AFSS)		
Remarks	Unattended, Radio communication unreliable within 15miles, Soft-wet		
Talkeetna (PATK)			
Airport Elevation	358ft		
Runway Length	3500ft Asphalt		
Right-hand Traffic	18		
Left-hand Traffic	36		
Runways	18-36		
Communications	CTAF 123.6, RC0122.2, unicom123.0, ANC CTR, 125.55,		
Remarks	TWEB 116.2, ASOS 135.20 RWY not monitored. Most arrivals from North and Northwest will		
Comans	report "bight out acress" or "Change ground wite" between 1500 ft and		

Please check current airport information in the Alaska Supplement and by NOTAM/PIREP

traffic avoid these corridors

report "highway camp" or "Chase gravel pits" between 1500 ft and

1000 10 00014	1002 PP 607 PIVE			
N62° 45.233°	1746.7°121W	Triple Crown		
N62° 40.340°	171 50° 47,445°	Toe of the Tokositna Glacier		
N62° 40.136°	W150° 25.137°	Toe of the Ruth		
4609° 14.909°	V/151° 0.321'	Toe of the Peters		
'889.EZ °E3N	W150° 32.638°	Toe of the Muldrow		
N62° 42.253°	W150° 55.300°	Toe of the Kanikula		
N62° 28.885°	'079.11°131W	Toe of the Kahiltna		
162° 31.622°	171 50° 24.192°	Swan Lake		
N63° 21.154'	171 £0° 8.296°	Scott Peak		
N62° 27.6539	VV150° 34.187'	Safari Lake		
'686.15 °SN	1815.8° F21W	S. Hunter Pass		
N62° 52,770°	10° 36.686°	Ruth Ice Fall		
163° 31.643	10°41,419°	GoT bnuo A		
N63° 29.273 ⁹	140° 22.041°	Refuge Valley		
163° 32.317	146° 51.659°	Polychrome Rest Area		
N63° 26.451°	146° 50.989°	Polychrome Glaciers		
15° 31.412°	W150° 47.553°	Peters Gap		
N62° 48.373°	1777.7°121W	One Shot		
157.72° 57.721°	1960.2°121W	M. Hunter Pass		
N63° 33.002°	1745.35°36 IW	Myttle Pass		
1815.318°	17.545° 17.545°	Mt Margaret		
11.303° 11.303°	1016.85°021W	Mt Brooks		
N62° 58.085°	1802.75 °02 NV	Moose's Tooth		
163° 38.313°	141 50° 6.895°	Lower Toklat		
N63° 12.020°	102.13 °02 1W	Gunsight Pass		
N62° 58.605°	VV150° 42.652°	Gateway		
N63° 24.880°	13.351°	Foggy Pass		
N63° 22.1639	7149° 43.882°	Easy Pass		
N63° 36.421°	1149° 28.460°	Double Mtn		
N63° 34.362°	146° 35.759°	Cathedral Mtn		
162° 45.867	W150° 38.148'	Big Bend of the Ruth		
N62° 40.301'	V151° 23.587°	Big Bend of the Kahiltna		
12.013° N63°	1086.72 °02 NV	Bend of the Peters		
463° 17.564	17 °02 IW	Bend of the Muldrow		
162° 57.846	1028.9° 121W	Base Camp (SE Fork)		
N62° 51.544'	W150° 41.380°	Backside Lake		
163° 17.173°	W150° 14.412°	Anderson Pass		
N62° 56.2039	W150° 45.786°	747 Pass		
BOUTITAL	LONGITUDE	NOITAJOJ		
Pilots - Consult Alaska Supplement for current updates				
/				

1399.5° 131W

W151° 11.856°

11.789° 11.789°

N62° 56.180°

'888.15 °E3N

Wickersham Wall

W. Ridge, Hunter

Upper Riley

HEAVILY USED REPORTING POINTS (RED DOTS) formatted in Decimal minutes (dd mm.mmm) ilots - Consult Alaska Supplement for current updates

DENALI STATE PARK

Denali State Park (DSP) borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Parks Highway (Highway 3) runs through the middle of the park. There are some state requirements for aviators with regards to operations within the state park.

Landings of fixed wing aircraft in DSP are permitted west of the Parks Highway. and on Blair and Ermine Lakes.

Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.

Practice landings are not permitted.

Helicopters landings are restricted to five specific sites west of the highway.

For detailed information on these sites for planning purposes, please phone (907) 745-3975.

Accident Reporting:

The National Transportation Safety Board (NTSB) is the Federal Agency charged with investigating all civil and certain public accidents. If you are involved in an aviation accident or reportable incident, you may fulfill the immediate reporting criteria by calling the NTSB Field Office in Anchorage. This office is responsible for investigating all aviation accidents in Alaska. Their daytime phone number is: (907) 271-5001. After normal duty hours, please call (907) 271-5936 and ask to speak with the NTSB investigator on duty. Should questions arise as to what constitutes an accident or incident, or if you have any questions about the NTSB, please give them a call.

Further revisions, in addition to other aviation information pertaining to Denali National Park & Preserve, may be found at:

www.nps.gov/dena/planyourvisit/avmapguidlines.htmz

Denali Park Operators

768-2143
495-5899
683-2261
317-9520
683-2899
550-8600
733-2321
683-1223
733-2291
243-1595
733-2899
733-2218

For further information, please contact:

Alaskan Region FAA Safety Team (FAASTeam) (866) 357-4704 www.faa.gov/go/flyalaska

or

National Park Service PO Box 9 Denali National Park, AK, 99755 (907) 683-2294